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A. S. WATSON & CO.  
LIMITED,THE HONGKONG DISPENSARY,  
HONGKONG.

Hongkong, 31st May, 1901. [35]

The Daily Press.  
HONGKONG OFFICE: 14, DES VŒUX ROAD, C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 12th June, 1901

It cannot be said that the supposed settlement of difficulties in China is very satisfactory, nor indeed is it apparent that anything has been done in the way of prevention of like troubles again. Yet it is clear that all sides are practically tired out, and, somehow or other, if nothing external occur to upset the tacit pact, that affairs may go on till the next uprising much as usual. This seems to be the best that can be said, and meanwhile we can only hope that in the general outcome of affairs we shall be permitted to live in peace and comparative quietness. It is not a great victory to boast of; yet, we suppose it is something to be thankful for. If the course of affairs has taught the Powers something, it has apparently taught the ignorant crew who surround the central government of China that there are luxuries too high for it to grasp at, and that its idea of being able to live by itself and for itself is a thing beyond its reach. It has apparently also taught it that it cannot govern China from the west, and that to all appearances the whole of China beyond the sea-coast provinces is practically unable to keep itself, much less to be able to dictate its will to the others. Hsiafu has proved an utter failure, and so far from enabling the Dowager Tz'u-hi to be independent, it has actually emphasised the fact that the Dowager is more than ever a mere pensioner of the Yangtze Viceroy. It is well known to those who have been making a study of Chinese economics, that with the exception of Szechuan for many purposes outside China, and never in harmony with the rest of the Empire, the west of China does not pay its own expenses and has to be kept going at the cost of the coast provinces. Of course the woman who has been essaying for years past to sway the Empire has not troubled herself to examine into the financial aspects of the state. For her it was sufficient to express the desire, and it was nothing to her where the money was to be found, that was the affair of the provinces. The game was a pleasant one as long as it lasted, and next to the Dowager the person most responsible was Li Hung-chang, who in the days before the Japan war was foremost in pandering to her woman's greed. Of late years there have been unequivocal signs that the old milch-

cow was running dry, and the crew of eunuchs and others who had possession of the avenues of the Court did not fail to attribute the failure to the presence of foreigners and the foreign trade that was sending the money out of the country. Logically the remedy was to get a spot removed at once from the hated foreigner and foreign trade; and long before the late movement had assumed any considerable proportions it was well known that the Dowager Empress was plotting to remove her entourage to Hsian. To her Hsian was represented as a place where all the delights of Chinese life were to be found, where the people were respectful, and where the land was flowing with plenty. Hsian she knew had been, in the days when China was a light to the rest of the world, the seat of Empire, and tradition spoke of the delights and the luxuries of the court in those days and doubtless exaggerated the stories. Recent travellers in Shensi speak of the city as little better than a heap of ruins, and the adjacent country as relapsing to a desert. The destruction of the trees, the result of centuries of bad government, has in Shensi reached its culmination, and above all the provinces of China, Shensi is the most subject to famine. It is notorious that the population is yearly decreasing, and that nearly every year thousands within it die of famine. For the last twenty years these scourges have been increasing, and Shensi has been alternately ravaged by rebellion or decimated by famine. It remained for the Dowager to give it its final blow. The ordinary demands on the productions of the valley of the Wei were in excess of its capabilities but the last blow was struck when last autumn the Court flying from Peking settled down like a flight of locusts. The country produced little enough at the best of times for its ordinary inhabitants. Cut off from the rest of the Empire by impassable tracks, the Court found itself at times almost without the necessities of life; the old imperial buildings had long ago vanished, and even the modern yamens were for the most part in ruins. It was little wonder that the presence of the Emperor so far from introducing life into the deserted city was really the harbinger of ruin, and was succeeded by a famine worse than even Shensi was accustomed to. It is then no marvel that the Court is just as anxious now to return to Peking as it was before to leave it; yet we should be deluding ourselves did we attribute this wish to return to any improved feeling or to any regret for the crimes of the past. As a fact the Dowager is still surrounded by the same flatterers as before the hegira from Peking. The pretended eunuch Li Lien-ying is still as dear to his mistress as before, and the trusted counsellor is still the notorious Yung Lu. More even than these is the influence of Lu Chuan-lin still in the foreground, so that the old reactionary Wang Wenshao, as we were accustomed to call him, has after a year of struggle and difficulty come to be looked upon as the apostle of progress.

This is not much to boast of, yet it seems to reckon up the results of a year of foreign statesmanship. The question of China is evidently left for our successors to tickle into some sort of tangible shape. Doubtless it will be the making of some future statesman, and it is a comfort in this age of perfection to find that there is still left for some of our followers an untried road to greatness.

The English Mail of the 11th May was delivered in London on the 10th instant.

Eight hundred copies of "Scrutator's" pamphlet dealing with the insanitary condition of Hongkong were sent home to the members of Parliament and the leading newspapers.

H.M.S. *Hermione* left on Monday night for Shanghai, being followed yesterday by H.M.S. *Algernon*. H.M.S. *Tubot* departed yesterday for Yokohama.

Apart from plague the cases of communicable disease reported in the Colony last week were:—Enteric fever, 3 cases (Europeans, in Victoria); pulmonary fever, 1 case (Chinese, in Victoria); small-pox, 1 case (Chinese). The last case alone ended fatally.

A water polo match will be played to-morrow at 5.30 p.m. sharp between teams representing the V.R.C. and 25th Co. E.D.R.A. The following will play for the V.R.C.—Goal—L. E. Lammert; Back—A. A. Hana, T. M. Pereira; Half-back—A. A. Alves; Forwards—K. Henderson, J. H. R. Hana, A. Humphreys.

A committee has been appointed in connection with the proposed *Dharmasala* for Hindus and Sikhs at Happy Valley, the foundation stone of which was laid on Sunday forenoon by Raja Lachman Singh (Indian Commissariat Base Battalion), who has given to the fund altogether \$650. He is a son of Raja Bahadur Sardar Anoop Singh, Resident of Lahore. Other subscriptions are—Maharaja of Gwalior, \$250; Hongkong Police, \$2,000; Royal Artillery, \$1,500; shopkeepers, \$1,200; watchmen, \$900; Shanghai, \$600; and "A" Company, Royal Artillery, Singapore, \$900.

Yesterday the British transport *Glendale* arrived from Taku, and the German troopship *Rhein* from Germany.

A Paris telegram gives the casualties at the last Tientsin brawl as follows:—Killed, one Frenchman; wounded, five Germans, four English, three French, and one Japanese. These figures are given as from a London source.

A Chinese fireman who was discovered on the 2nd inst. to be suffering from bubonic plague on board the U.S. army-transport *Kintuck* at Nagasaki succumbed to the disease on the following afternoon in the hospital attached to the Quarantine Station at Nagasaki.

Shanghai mandarins have received an official dispatch from Peking informing them that the Roman Catholic Bishop of Shensi has demanded an indemnity of no less than seven million taels for the losses sustained by Roman Catholic converts in that province. It is claimed that at least 7,000 of the latter were massacred in Shensi last year. It is plain that the remainder will be in very affluent circumstances in the future.

The *Bangkok Times* says:—One of the quaintest reasons that the gaule of Chinese "boy" has been able to give for his objection to the new registration scheme, is the statement that registration is merely the preliminary to a tao-ting on the back of the hand, and that all those so marked will presently be called upon to fight for Siam. This country, they say, is shortly going to war with China, and the registration scheme is merely a device to raise an army.

The Imperial Bank of China at Shanghai is reported to have received a wire from the Board of Revenue to the effect that the deposit receipt with the Bank held in name of the middle division of Wu-wei Army (of which Yung Lu is the ex-Generalissimo) has been declared to be missing and made null and void. The loss of this deposit receipt happened during the crisis. The Chinese Peace Plenipotentiaries have notified the foreign Ministers of its cancellation.

The following Peking notes from the native papers are translated in the *Shanghai Mercury*:—The proposed railway from the Tung-Pien-Gate to Tungchow has been stopped by the government. The gentry and officials are in a funk over the threatening aspect of affairs, following the evacuation by the Allies and have urged Li Hung-chang to hurry up Yuan Shih-ka's men to the rescue. The Germans, fearing that the prisoners of the Board of Punishments were in a filthy condition which might breed plague, visited the prisons and consulted with the wardens as to the best means of cleansing. Since the reopening of the railway many of the officials, taking advantage of the fact that the Treaty was not yet concluded and no date assigned for the return of the Court, secretly left the city. Hence the various Yamen became gradually short of men; so that the suspicious of the heads of departments were aroused. It is said that the Yamen have devised a plan of better supervision.

A Vancouver telegram of the 10th inst. says:—Remarkable evidence was adduced from Chinese witnesses at the Oriental Commission this afternoon. Charley Yip Yuem, general secretary of the Chinese Reform Association for America said that since 1st January of this year as many as 250 Chinese had unlawfully crossed the boundary line into the United States. He said that a regular average of 100 Chinese every month surreptitiously entered the United States in this way. He added that a great many Chinese who came from the Orient to Canada had no intention of remaining in Vancouver or other Canadian cities, but simply bailed their way through here in order that they might get across the boundary without detection. He gave it as his opinion that in five years there would not be half as many Chinese in British Columbia as there are now, for the reason that they would be all gone to the United States. He said that several instances had come under his own observation where Chinese had mortgaged their wives and children in order to get money to escape to the United States. He said that the Chinese law gave the creditor the right to the children for three years after foreclosure of this sort of chattel-mortgage. He declined to give the names of different Chinese parties. As the point was not important, the matter was dropped.

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It is curious, says a Bangkok paper, that Siam seems always to have been but thinly populated, and to have always been willing to bring in alien workers to make up the deficiency. But in the old days these aliens were also Indo-Chinese more or less closely akin to themselves, and they migrated in large bodies to settle in Siam for good. Siam welcomed them because she could use them to work and to develop the country, and though the continued necessity for such measures argues some deficiency in the constitution of the country, the method actually adopted had in the circumstances many advantages and few dangers. But these days are gone, and the labourers of Siam now pour in from China, and send the bulk of the wealth they make back to that country. Siam gets amazingly little out of the workers whose presence is so essential. The poll-tax is imposed only once in three years, and even then it comes to a miserable little sum. No one, of course, wishes to keep out the Chinaman, as things are we could do with more of him, but he forms a problem that the best statesmen in Siam would do well to ponder. History shows that the nation which gets its work done by aliens cannot last, and while Siam's present progressive programme is all very good and very essential, a patriotic interest in the welfare and the usefulness of the people is no less essential for the future.

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The re-survey of the Settlements at Shanghai is being made, the last one of the English Settlement being in 1864.

A society has been founded with headquarters in Paris, which has for its object the promotion of irrigation to assist in the agricultural development of Indo-China.

A suggestion has been made in Bangkok that a Chinese Protectorate should be established by the Siamese Government with an advisory Board of prominent Chinese residents.

The officials at Chatham Dockyard last month received instructions to get the *Albion*, battleship, out of hand by the 30th ult. It was understood that she would be commissioned to relieve the *Centurion* on the China Station.

M. Doumer, the French Governor-General of Indo-China, is still overflowing with speeches. On the 4th inst. he spoke of the approaching repatriation of the French troops in North China, and, amid cheers, paid a tribute to their "devotion and moderation." M. Doumer is apparently to stand as a Republican candidate for the Chamber at the next elections.

Baron D. von Berger, one of the heroes of the Legation siege, arrived at San Francisco by the *Coptic*, on the 10th ult., from Peking, where he had been secretary of the German Legation for nearly two years. He has been assigned to the post of secretary of the German Legation at Rome, which he considers a big promotion, and is now on his way to enter upon the duties of his new position.

The local Government of Peking, which was recently handed over by the Allies to the Chinese authorities, on probation, to see whether the latter will be able to keep order without outside help, is now conducted on the following lines, says the *N.C. Daily News*.—The policing of the Tartar City is in charge of the Commandant of the Peking gendarmerie and his officers, who, together with the rank and file, are all Manchus. On the other hand the various sections, or "cities," outside the Tartar city walls, are under the control of the Police Commissions of the Five "Cities," assisted by local gentry and petty police magistrates. Instead of the useless Green-turban troops (Chinese natives of Peking) who used to act as patrols and police in the Five "Cities" the Plenipotentiaries have now substituted foreign-modelled troops from the remnants of the Peiyang Army.

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Dr. Stedman reported yesterday morning that two cases of plague had occurred in Connaught House. Captain and Mrs. Brownhill having developed the symptoms. They were removed to Kennedy Town Hospital in the course of the day. Captain Brownhill, who is very well known in the Colony, is superintendent engineer for Messrs. Bradley & Co., and with Mrs. Brownhill, was leaving for England on Thursday by the German mail on a year's holiday.

A curious case is reported from a local boarding house, a Miss Bessard, a boarder, being now convalescent from plague, apparently without its being known that she had had the disease. Miss Bessard is a French lady, and teaches that language. She resided in Beaconsfield Arcade until the 17th ult. Dr. Bell, who examined Miss Bessard, is of opinion that she is convalescent from an attack of plague. She had fever for two days, but since then has been going about her ordinary avocations and been out of doors daily, while her health does not appear to have been impaired by the very mild attack from which she seems to have suffered.

Baird, the apprentice engineer at the Cosmopolitan Docks, who was recently removed from the *Essex* Post Office at Scandal Point, where he had stopped for one night, has died from plague.

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The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 8th inst., and is expected to arrive here on the 14th inst.

The A. L. steamer *Moji* for this port on the 10th inst. p.m.

The C. P. R. steamer *Empress of India* arrived at Yokohama at 7 a.m. on Monday, the 10th inst., and left again at 3 p.m. same day for Korea, where she was due to arrive at 2 p.m. on the 11th inst.

The A. L. steamer *Maria Valerie* left Singapore for this port yesterday.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## [FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 16th June, 5 p.m.

THE COMMAND OF THE TROOPS  
IN CHINA.

It is stated that, consequent upon the departure of Count von Waldersee from China, the Powers have agreed that the senior officers of each contingent shall resume command of their own troops.

UNPOPULAR DECISION ABOUT  
AUSTRIAN FORCES.

The Austrian Minister of the Navy has announced that the widows and orphans of the Austrian officers and men killed in China are not entitled to pensions, as war against China was never declared. It is reported that the decision excites great indignation in Austria.

## REUTER'S SERVICE.

LONDON, 8th June.

THE CHINESE INDEMNITY  
QUESTION.

America has proposed that the Chinese indemnity question be submitted to the Hague tribunal.

## PLAQUE IN EGYPT.

Eleven cases of plague have occurred in Egypt, seven of which have proved fatal.

## SOUTH AFRICA—NIGHT SURPRISES.

The British have executed two successful night surprises on Boer laagers in Cape Colony.

## CHANGE DOINGS.

The Morrow of May Settlement,  
Hongkong, 1901.

The Shanghai share market, having been our prop for some time, it is natural that any reaction there would affect us here. When, therefore, orders were received to sell one or two stocks, which that market had bought up largely, we felt the pinch somewhat. It is not improbable that the temporary panic in Wall Street caused northern operators to face about and slacken the fast and furious pace at which things up there had been going. This will must be taken as a blessing in disguise, as by checking the upward movement from being overdone, it allows price to adjust themselves on a sound basis. Owing, therefore, to this and other natural market causes, a rather weak tone prevailed here, particularly about the middle of the month, when rates touched their lowest point. The market, however, showed steady throughout, although it was inevitable that some realisations were bound to go on the wrong side, having been previously contracted at fancy rates, but no shares went a-bogging, while towards the end of the month a general recovery took place.

Two new rotations—both Manila ventures—were successfully launched on the market and fully subscribed. The total capital is two million dollars, and judging by the eagerness displayed in the application for shares, both companies command confidence. They are already quoted at a premium. A pleasing feature in this connection is that the diversion of so much capital out of the Colony was not followed by stringency in the money-market, a proof that we have plenty of funds seeking investment, as I mentioned some time ago.

Banks, after totalling 392 per cent. cash, fell back twenty points, having been done as low as 372, from which they again advanced, closing, at time of writing, at 383 per cent., this being the same rate at which they closed last month. A fairly large time business has also been done, mostly for August, the prices paid starting from 390 per cent. and up to 397 per cent., and for September from 397 per cent. to 401 per cent. A rumour has been gaining ground that the next dividend is going to be 22. Whether this is so or not it is of course impossible to say, but there can be no doubt that the forthcoming report will be as good as any of its predecessors, to which shareholders have come to look forward as a certainty. A great opportunity is also in store for the big institution, when matters up north are finally settled, and trade resumes its even tenour. There seems every prospect of a speedy settlement, and, so far as the Bank is concerned, the master-mind directing its destinies will undoubtedly take full advantage of the situation at the proper moment.

Docks.—Those who anticipated a further advance in this stock have not been disappointed. Holders of this scrip must have a tremendous amount of confidence in the stability and earning power of the concern, for in spite of a further rise of 825 per share—the rate is now \$3273 cash—they seem little inclined to part. It has been reported, on good authority, that the best record of the company is even now broken; it is no wonder, therefore, that shares are so scarce. Forward transactions have been booked, for August, from \$325 to \$337; for September, from \$330 to \$342; and for October, at \$345.

Shipping.—This class of security seems to be coming into greater favour than hitherto, the whole list under this head having been dealt with during the past month. Indos have, as usual, commanded most attention. They were in great request for the Shanghai market, for which they were taken up at advancing rates, the highest paid being \$136 cash. Towards the Settlement they quieted down, operators preferring to play a waiting game until the dividend became known. Consequently, hardly any business was done in the interval, but the market remained steady. The figures have now been published in the local Press, from which it will be seen the bulls have scored. They are truly remarkable figures, being double those of the previous years. As a result there was a jump of ten points, the rate now closing at \$145, firm. Steamboats have latterly come in for a strong enquiry, and several lots changed hands between \$34 and \$35. A further improvement has taken place in Douglass' shares being now in strong demand at \$34. This company has had a profitable year, and it is expected a dividend is assured. Chins and Manilas have been placed on the market at declining rates, the lowest being \$32 for old, and \$32 for new shares. On the basis of the last dividend paid, viz., \$5, these shares appear to be absurdly cheap.

China Sugars.—Latterly, an enquiry has set in for these shares, which have been booked up to \$137 cash. It is stated that the company is doing well, and there is no reason to doubt the statement.

Kowloon Wharves.—There has been more animation in these shares in the past month, which enabled sellers to obtain better terms. An advance of four points, from \$101 to \$105, has to be noted.

Hongkong Lands.—There shares are the mystery of the market; they rise and fall within a five-point circle and seem unable to maintain any stability. The forthcoming settlement will perhaps clear the atmosphere for an advance. At present they are weak at \$200.

Cements.—The boom, caused by heavy purchases on the part of the northern market, was not maintained for long, and the rate rapidly dropped from \$21 to \$19. After remaining weak

at the latter figure for a time, they are now again in request, there being strong buyers at \$19.

Mining.—Under this head, the Raub col- lage has set everybody thinking. This drop, coming as suddenly as it was unexpected, has taken the breath from the market. It seems a pity that, out of so many mines started in Hongkong, which have proved failures, the only one, on which high hopes had been built, should also prove disappointing. However, there are still expectations that matters will right themselves. It may be some consolation to know that not many shares are held by Hongkong people. Other mines are hardly changed.

ESA.

## POLICE COURT.

Tuesday, 11th June.

BEFORE MR. HAZLARD.

## THE "PAK KONG" OPIUM CASE.

His Worship delivered the following decision in the case in which Captain Mason, master of the steamer *Pak Kong*, was charged, on the complaint of Mr. Spooner, head excise officer, with unlawfully receiving on board the said ship, for importation and landing, 150 lbs of prepared opium, in contravention of Section 3 of Ordinance 21 of 1891:

"The defendant was summoned before me under Section 33 of the Opium Ordinance, 1891, as follows:—

"If any ship shall be used for the importation, landing, removal, carriage or conveyance of any opium in contravention of this Ordinance, the master or agents thereof shall be liable to a penalty not exceeding one thousand dollars."

"An amount of any such opium found on board any such ship and exceeding,

(a) In the case of any steamship, of 60 tons burthen and upwards, Tls. 50 in weight;

(b) In the case of any steamship under 60 tons burthen, Tls. 25 in weight;

(c) In the case of all other ships, Tls. 10 in weight,

shall be deemed evidence of the unlawful use of any such ship unless it is proved to the satisfaction of the Magistrate that every reasonable precaution had been taken to prevent the unlawful use of any such ship, and that none of the officers or their servants or any of the crew of such ship were implicated therein."

I reserved the preliminary question to the construction to be placed on the words *found on board* in this Section. The evidence which was adduced by the prosecution as to the finding of the opium was to the effect that at 5 a.m. on the 30th May last, three and a half hours after the arrival of the steamship *Pak Kong*, a certain man was seen on the gangway of the said *Pak Kong*. He then came off the vessel and went through the gates of the wharf on to the Praya. There he was arrested, and on his person were found 30 tins of prepared opium, which weighed 150 lbs. Although the penalty imposed is merely a pecuniary one, the Section is of an exceedingly stringent nature, and in my opinion I ought to apply to it that paramount rule which requires that every penal statute should be construed strictly.

The actual finding on board is of the essence of the Section, and it is not sufficient to prove that the opium came from the "Travellers' Rest." Witness proceeded past the Cricket Ground in the direction of Murray Pier. Here he heard a cry of fire, and on going back saw smoke coming from the door of No. 9. Witness was not in the Victoria Hotel that night, and he did not tell anyone there that he had seen Mr. da Rosa five minutes before the fire.

His Worship—What is lemonade and bitters? Any alcohol in it?

Witness explained that there was not.

Continuing, Private Kent said he went from the "Colonial" to the "Criterion," where he had a glass of beer. Going from there to the "Travellers," he had a lemonade and brandy, followed by a beer. It was close on 9-30 when he left the "Travellers' Rest." Witness proceeded past the Cricket Ground in the direction of Murray Pier. Here he heard a cry of fire, and on going back saw smoke coming from the door of No. 9. Witness was not in the Victoria Hotel that night, and he did not tell anyone there that he had seen Mr. da Rosa five minutes before the fire.

My finding is therefore for the defendant, and I order this summons to be dismissed."

## ALLEGED BRIBERY OF A POLICE SERGEANT.

An employee in the Yau Hing arms shop, Queen's Road Central, was charged with attempting to bribe Sergeant Watt on the 6th inst. He pleaded not guilty, and was defended by Mr. Reece, Mr. Bowley, Crown Solicitor, prosecuted.

From the evidence it appeared that the defendant, in order to facilitate the signing of certain permits, gave Sergeant Watt, whom he saw on the verandah near the causeway at the Central Police Station on the evening of the 6th inst., a closed envelope, which on being opened at ten o'clock next morning in the detective office, in the presence of Chief Detective Inspector Hanson, was found to contain two notes—one a \$100 note and the other a \$50 note.

After cross-examination by Mr. Reece, the

REACH OF QUARANTINE LAWS—HOIHAO FINE.

The master of the steamer *HOIHAO* was brought up by Sergeant Burchill, Water Police, for failing to go into quarantine on the 7th inst. on arriving in the harbour from an

ALLEGED BRIBERY OF A POLICE SERGEANT.

The steamer arrived here on Friday from Takow (a port in Formosa which has been declared infected with contagious disease), and the passengers were allowed to land without waiting for the doctor. The defendant's agents ordered him to go into quarantine, and he did so. Whilst in quarantine, he sent the ship's steward ashore for provisions, and when coming back with the goods the steward and the owner of the sampan he had engaged were arrested by the Water Police for approaching within the prescribed limits of the *HOIHAO* whilst in quarantine. They were charged at the Police Court for this offence, and fined \$13 and \$10 respectively.

His Worship found the charge against the master of the steamer proved, and fined him \$250. The defendant pleaded ignorance of the regulations.

## THE BEACONFIELD ARCADE FIRE.

The enquiry into the recent fire at the Saloon Hairdressing establishment, 9, Beaconsfield Arcade, was resumed in the afternoon.

Mr. Hastings, solicitor, represented the owner of the premises, and Mr. Robinson, barrister-at-law, the Commercial Union Insurance Company.

Mr. Hastings drew his Worship's attention to the fact that the Insurance Company had released certain furniture from the shop, and removed it to the rear of the building, thus obviating his objection to this step.

Mr. Robinson—The police are in possession.

His Worship said he had given an order of release before it had been decided to hold a court of enquiry. The case, however, might go on meantime.

A half-brother of Mr. da Rosa, the owner of the shop, was called. He deposed that when he got home after leaving the shop on the night of the fire he did not go out again, nor did his brother. Witness did not go to the shop next morning, as his sister was very ill, and he had to look after her; consequently he knew nothing about the fire until his brother came home with the news. Witness did not know what was the cause of the outbreak.

By Mr. Robinson—Witness remembered

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London.

[1364-1]

calling at the office of the Commercial Union

some time before the fire, but did not recollect the date.

Mr. Hastings objected to this evidence on the ground that it was irrelevant.

Mr. Robinson said the evidence was necessary, as it affected the credibility of that of the first witness, the owner of the shop.

His Worship—I do not see that it bears on the cause of the fire.

After further argument the objection was sustained.

By His Worship—Witness's brother left for the shop on the morning of the fire at the usual time.

Marius Liblain, commercial traveller, was next examined.

He said he travelled in the Far East for twenty odd firms, including some of the largest dealers in perfumery and essences in France.

Three times between the 17th,

18th, and 19th ult. he called on Mr. da Rosa to do business with him, and examined his stock.

He saw some essences for making Mr. da Rosa's special lotion; these essences witness valued at between four and five thousand francs.

In the shop there was perfumery of expensive brands, the total value of which would be about 35,000 francs.

Mr. da Rosa gave two orders for perfume to the amount of about 11,000 francs.

By Mr. Robinson—Witness made more than a cursory inspection of Mr. da Rosa's stock, and opened the drawers and show cases.

Mr. Hastings questioned the intelligibility of a question by Mr. Robinson relative to the contents of certain drawers being taken as representative samples of the rest of the goods in the shop.

Mr. Robinson said he could not cross-examine properly if witnesses were called out of order.

The witness was latterly withdrawn and will be re-examined later.

Private Kent, Royal Welsh Fusiliers, was the next witness. Examined by Mr. Robinson, he said he was under the verandah at Beaconsfield Arcade between nine and ten o'clock on the night of the fire, and saw Mr. da Rosa leave his shop in company with another man. This was between 9-30 and 9-45. Witness, who knew Mr. da Rosa personally, saw him stoop down to lock the door, and then walk away in an eastern direction.

By Mr. Hastings—No one was with witness when he saw Mr. da Rosa. The first person to whom he mentioned having seen him was a fireman. Nine days after the fire the police telegraphed to Stowcutter's Island for witness. Since the fire had been to the Commercial Union Insurance Company's office, where he saw Mr. Davis and told him what he had seen before the fire, witness was stage manager at a performance at St. Patrick's Club on the 18th ult., when Mr. da Rosa and his brother gave a turn. He had had no dispute with Mr. da Rosa about the performance, and did not ask him for \$5. It was not a fact that ever since then he had been worrying Mr. da Rosa for \$5. He got no remuneration, and did not expect any. Another soldier was to give evidence, but he had had nothing to do with the performance at the club. Witness left the barracks at half-past seven on the night of the fire, and went to the Colonial Hotel, where he had two lemonades and bitters.

His Worship—What is lemonade and bitters? Any alcohol in it?

Witness explained that there was not.

Continuing, Private Kent said he went from the "Colonial" to the "Criterion," where he had a glass of beer. Going from there to the "Travellers," he had a lemonade and brandy, followed by a beer. It was close on 9-30 when he left the "Travellers' Rest."

Witness proceeded past the Cricket Ground in the direction of Murray Pier. Here he heard a cry of fire, and on going back saw smoke coming from the door of No. 9. Witness was not in the Victoria Hotel that night, and he did not tell anyone there that he had seen Mr. da Rosa five minutes before the fire.

By His Worship—Mr. da Rosa, when witness saw him, was dressed in white and wore a straw hat. He met him again on the Sunday

following the fire, at St. Joseph's Church;

witness did not then ask for \$5. A week ago Mr. da Rosa met witness at the Magistrate, and asked him to come and have a drink. They went to the "Criterion," and had a small "shandy" each. Speaking in English, Mr. da Rosa asked—"What do you know about me?" Witness replied—"I saw you leave the shop five minutes before the fire." To this Mr. da Rosa said—"Don't you say anything like that about me, or I'll get into trouble. I'll give you a splendid lady's wig, and you can come to the Victoria and have a champagne whenever you like." Witness answered—"No, I must speak the truth."

P. C. Devaney, in answer to his Worship, said—On the night of 21st May, about seventeen minutes to ten, the fire-alarm bell rang at the Central Police Station. I dressed and ran down to the scene of the fire, and tried to burst open the door. I could not, however, and had to get the assistance of a civilian, but even then we could not break it in. I looked through a grating in the door, and saw that it was held by a large piece of wood, one end of which rested against an object about ten feet from the door, and the other end against the door itself. Three of us, taking a running kick at the bottom of the door managed to force it open. By that time the hose was ready. I took hold of one hose and proceeded towards the shop. I noticed that a burning liquid was running from the door. We gradually got the fire under, and in several places in the shop a liquid was burning from the hose from the fire. We had great difficulty in extinguishing the flames from the liquid.

By Mr. Hastings—Witness was the first European fireman to arrive. The piece of wood he had mentioned was about ten or twelve inches long, ten or twelve inches broad, and about two inches thick. A table in the centre of the floor was turned upside down, and one end of the beam was on the floor against the door, the other end against the door, about two feet high. The wood allowed the door to be opened only a few inches. Witness did not suggest that any one put the board there to prevent the door from being opened; he only knew that it proved an obstacle to him. It was possible, notwithstanding the position of the wood, for any one to leave the shop by the front door. (Witness explained the process—a very simple one. By placing the wood against a half-opened door, the beam would fall into position when the door was shut.)

His Worship—Very simple indeed.

Mr. Hastings—Yes, it never struck me like that. I give him credit for being very ingenious.

Mr. Robinson—It's very easily seen, if you look at any door.

The enquiry was then adjourned until ten o'clock this morning.

## "MICAWBERISM IN MAN- CHURIA."

Under the above title Dr. E. J. Dillon has an interesting article in the May number of the *Contemporary Review*. We quote below a few passages.

With some of the writer's conclusions we may quibble, but he is always well worth reading. Speaking of the virtual annexation by Russia of Manchuria, Dr. Dillon says:—

"So far as the political aspect of the matter is concerned one can only be astonished that any Government should feel astonished at the turn which affairs have taken. The Manchurian railways, it was certain, logical, inevitable."

"To have described the danger, if it be one, and instead of warding it off to have welcomed it, as our Foreign Office appears to have done, by giving the Russian Government assurances that it would not interfere with the proposed one-sided opening up of Manchuria, was an attitude which is needless to qualify.

"And as to the ethics of Russia's more, it is fully to be foreseen it was to display a degree of ignorance of political history which is unpardonable in a politician and conceivable in a statesman. To have described the danger, if it be one, and instead of warding it off to have welcomed it, as our Foreign Office appears to have done, by giving the Russian Government assurances that it would not

## NEW ADVERTISEMENTS

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FOR the OFFICE of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., AN EXPERIENCED PORTUGUESE CLERK.

Applications (in writing only) stating qualifications, &c., are to be addressed to THE SECRETARY, Hongkong, 12th June, 1901. [1481]

## TO PARENTS AND GUARDIANS.

A N ENGLISH YOUTH WANTED as an APPRENTICE in the STORE. Apply to—

W. BREWER & CO., Queen's Road, Hongkong, Hongkong, 12th June, 1901. [1482]

## NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the Magistrate, at 2:30 P.M. on WEDNESDAY, the 13th day of JUNE, 1901, for the purpose of considering the following application:—

From our MORITZ FREIMANN for the transfer of his Publican's Licence to sell and retail intoxicating Liquors on the premises situate at Nos. 332 and 334, Queen's Road Central, under the sign of "The Land We Live In Hotel" to one ADOLPH FREIMANN.

F. A. HAZELDON, Acting Police Magistrate, Hongkong, 12th June, 1901. [1483]

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P. O. Box, No. 110. OFFICE, 9, QUEEN'S ROAD CENTRAL. B. J. BARLOW, Hongkong, 12th June, 1901. [1484]

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

THE Steamship "FLANDRIA." Captain Eichbaum, will be despatched for the above port on FRIDAY, the 14th June, at 5 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 11th June, 1901. [1485]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 15th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASOON SONS & CO., Agents.

Hongkong, 12th June, 1901. [1486]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "DIAMANTE."

Captain A. Ramsay, will be despatched as above on SATURDAY, the 15th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TAMES & CO., General Managers.

Hongkong, 11th June, 1901. [1477]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship.

"MARIA VALERIE."

Captain Berberovich, will leave for the above place on WEDNESDAY, the 19th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1901. [1487]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

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having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and take immediate delivery of their Goods ex ship or from alongside.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by SHEWAN TAMES & CO., Agents.

Hongkong, 11th June, 1901. [1488]

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT OF PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1901. [1393]

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For Particulars, apply to R. C. WILCOX, 8, Grosvenor Arcade, Hongkong, 22nd May, 1901. [1394]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (WEDNESDAY), the 12th JUNE, 1901, at 2:30 P.M., at his Sales Rooms, Queen's Road,

SUNDAY HOUSEHOLD FURNITURE &c.; OFFICE DESKS, WRITING TABLE, BOOKCASE, COPING, PRESS, &c.; CROCKERY, GLASS and PLATED WARE; CARPET, PICTURES and ORNAMENTS; PIANO, BICYCLE, COOKING STOVE, PERAMBULATOR, &c., &c.

TERMS OF SALE:—As Customary. V. I. SEMEDIOS, Auctioneer. Hongkong, 10th June, 1901. [1456]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

THE VALUABLE LEASEHOLD PROPERTY situate on Section A of Inland Lot No. 25 and the Remaining Portion of Section B of Inland Lot No. 70 and being No. 1, Lander Street and Nos. 1, 3, 5, 7, 9 and 11, Lower Lander Row.

on SATURDAY, the 15th day of JUNE, 1901, at 2:30 O'CLOCK IN THE AFTERNOON in SEVEN LOTS on the Premises.

For further Particulars and Conditions of Sale, apply to MESSRS. HUGHES & HOUGH, Auctioneers, or to MESSRS. MUNSEY & BRUTTON, Solicitors for the Vendors.

Hongkong, 10th June, 1901. [1457]

## PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDER.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held in the Offices of the General Managers, on THURSDAY, the 27th JUNE, at 4 O'CLOCK, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th June, 1901. [1458]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share for Seven per cent, on the Capital of the Company, making Two and a half per cent for the year, is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

A. H. MANCELL, Secretary. Hongkong, 23rd May, 1901. [1326]

NOTICE TO MARINERS, No. 132 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

KIUTOAN AND FAIRY FLATS.

NOTICE IS HEREBY GIVEN that,

While the survey of the section of the South Channel Entrance of the Yangtzeembracing the Kiutoan and Fairy Flats is in progress, White Buoy will be placed in positions where required as surveying marks, and that they must not be taken as having any other significance.

Such White Buoy's and the Fairy Buoy, Middle Ground Lower, Kiutoan Flats, Middle Ground Upper, and South East Knob Buoy, will also have black-and-white flags placed upon them as may be necessary.

All existing marks (excepting the Fairy Buoy, already advertised to be shifted and placed on the wreck on the 10th instant), will remain in their present positions and retain their present colours until any proposed change affecting them has been duly notified.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 5th June, 1901. [1488]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

FOREIGN ATTACHMENT.

SUIT NO. 61 of 1901.

PLAINTIFF.—The KUNG SHUN BANK, of No. 129, Queen's Road Central, Victoria, Hongkong.

DEFENDANT.—LAI SUI CHUEN, carrying on business at No. 2, Yen Hing Lane, and No. 17, On Wo Lane, Victoria, Hongkong, under the style of "HUNG CHEUNG."

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 22nd day of June, 1901, at 10:30 a.m. in the forenoon, against all the Property moveable or immovable of the above named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII of "The Hongkong Code of Civil Procedure."

Dated the 4th day of June, 1901.

WILKINSON & GRIST, Solicitors for Plaintiff.

WANTED—A GOOD WRITER with full knowledge of German.

CONSULATE,

Caro of Office of this Paper.

Hongkong, 7th June, 1901. [1437]

## TO LET.

## TO LET.

TWO ROOMS on the GROUND FLOOR, BELILIOS TERRACE, No. 6, with Dependences.

Apply to— J. ULLMANN & CO., 74, Queen's Road Central, Hongkong. 1st June, 1901. [1450]

## TO LET.

## APRIL 1ST.

N. O. 1, STEWART TERRACE.

Apply to— J. W. NOBLE, Hongkong, 6th March, 1901. [1461]

## TO LET.

## APRIL 1ST.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PEAYA EAST.

Apply to— I. P. MADAR, Victoria Hotel, Hongkong, 8th June, 1901. [1450]

## TO LET.

## APRIL 1ST.

NO. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.

Apply to— S. J. DAVID & CO., Hongkong, 8th June, 1901. [1451]

## TO LET.

## APRIL 1ST.

WITH IMMEDIATE POSSESSION, NO. 9, SEYMOUR ROAD.

Apply to— S. B., Care of Daily Press Office, Hongkong, 14th March, 1901. [1450]

## TO LET.

## (From 1st April next).

TWO SPACIOUS GODDOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243.

Apply to— JOSEPH & CO., 1, Duddell Street, Hongkong, 26th March, 1901. [1451]

## TO LET.

## APRIL 1ST.

4, ELLIOT CRESCENT, ROBINSON ROAD, FURNISHED, for THREE MONTHS from the middle of June, or UNFURNISHED for a longer period.

Apply to— MUNSEY & BRUTTON, Hongkong, 27th May, 1901. [1440]

## TO LET.

## APRIL 1ST.

A HOUSE in RIPPON TERRACE.

HOUSES at LIGHTON HILL.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 2nd May, 1901. [1445]

## BOARD AND LODGING.

M. R. S. G. W. WATLING, NO. 1, QUEEN'S ROAD EAST.

Hongkong, 8th June, 1901. [1445]

## BOARD AND RESIDENCE.

M. R. S. GILLIANDERS "GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1900. [1469]

## BOARD AND RESIDENCE.

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MORE & SEIMUND,  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
hound Brand") and Blundell,  
Spence & Co.'s Composition.

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those having some deficiency in the construction  
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17th October, 1899.

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Dealers in  
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AN INSPECTION IS RESPECTFULLY SOLICITED.  
Note.—We beg to announce that we also  
Buy all kinds of Curios at Moderate Prices.

1 & 3, D'Aguilar Street

(Behind Hongkong Dispensary).

Hongkong, 18th April, 1901.

1036

NOTICES OF FIRMS

DISSOLUTION OF PARTNERSHIP.

THE PARTNERSHIP hitherto existing be-  
tween us, the undersigned, under the Firm  
name of CARMICHAEL & BARLOW has  
been dissolved by Mutual Consent, as from the  
1st day of June, 1901.

H. F. CARMICHAEL  
S. J. BARLOW.

Hongkong, 6th June, 1901. [1433]

NOTICE.

M. R. AHMED JOOSAB being about to  
leave for Bombay, Mr. ABDOO  
RASOOL CASSAM will conduct the Business  
and Sign the name of our Firm in China from  
this date.

C. ABDOO & CO.

Hongkong, 8th June, 1901. [1454]

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OF  
MUNICIPAL FREEDOM

IN

HONGKONG.

BY

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Hongkong, 30th May, 1901. [1383]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$870 CASH

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ROBINSON PIANO CO., LTD.

Hongkong, 20th May, 1901. [1232]

R. J. REMEDION.

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DEALER

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
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Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1396]

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W. S. BAILEY, M.I. MECH. E.

E. O. MURPHY, W.H. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION  
LISTS for the Colony for 1901-1902 will  
be OPEN to INSPECTION at the Treasury  
for Twenty-one days, commencing on MON-  
DAY, the 10th June, 1901.

By Command,

T. SERCOMBE SMITH,  
Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 5th June, 1901. [1455]

1901 1901 1901

MAIL TABLES.

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French " "

German " "

Canadian " "

Parcel Post " "

Calendar for 1901 " "

That is more information than is given on

one printed in London for which fifty cents is

charged. The price of the locally printed

correct card is 20 cents on paper, 30 cents on

cardboard. Supplied only for cash by Daily

Press Office or the Booksellers.

AN ACKNOWLEDGMENT.

WE beg to thank Captain G. WENDING,

of the *Muchian*, belonging to Messrs.

MELCHERS & Co., for the kindness and gener-  
osity shown to us when we were on board the

steamer, which arrived at Hongkong on the

4th instant from Bangkok.

The following account shows that the

Captain is a very kind-hearted man indeed—

On board the steamer there was a very poor

man, named Chau Fook, with his three

children. Chau Fook was in great distress

when the steamer arrived at Hongkong, for he

was penniless and unable to pay for the ex-  
penses of the trip to return to his native

country. The Captain hearing this at once

gave him some money out of his own pocket

and raised a subscription from the officers and

passengers to help to enable him to return

to his native country with his three children.

We beg to publish these few lines as an

acknowledgment of our deepest gratitude.

ANNESEED and CASSIA OILS  
&c., &c., Stock always on Hand.

AN INSPECTION IS RESPECTFULLY SOLICITED.

Note.—We beg to announce that we also

Buy all kinds of Curios at Moderate Prices.

1 & 3, D'Aguilar Street

(Behind Hongkong Dispensary).

Hongkong, 18th April, 1901. [1036]

[ALL RIGHTS RESERVED.]

THE NEW GARDENER.

BY C. L. NICOLAY

(Author of "For Angustia," &c.)

I think I was already in love with Anga Walworth. She came upon me like a vision of light that evening, when I stood waiting for Donald Ferguson in the passage leading to the "Thalia Room," where the Eversley Volunteers were having their annual ball. I heard a silvery voice kindly and politely thanking a poor underling who evidently had put right a slight mishap in Miss Walworth's dress. There was no coquishness about the silvery golden-haired fairy, such as is so often developed in the most enchanting societies when "off-duty."

It was not to be thought of that Anga had seen me. I stood wrapt in my heavy ulcer like an intensified piece of shadow in a dark recess. Since that time I had heard Anga's name mentioned frequently. She was the daughter of a wealthy lawyer who had recently retired from the bar and lived at a country seat about three miles from Eversley.

Anga had sprung up whilst I had been "doing" the globe. I think I have a very faint recollection of her, hankie, rather frisky looking young girl among the smaller fry at Eversley state affairs. But at that time I was a callow youth of twenty, violently in love with a major's wife, a stately lady of forty, who called me "Baby." I contemplated self destruction and would not have lowered myself on any account so much as to look at "the juveniles" of twelve and thirteen.

But though Anga's name was constantly brought before me, it happened I never got as far as a personal acquaintance. She fitted across my path like a will-o'-the-wisp; I knew about her, she surely must have heard about me, but fate seemed not to be willing for us to meet.

First I felt a trifling bond, when Anga Walworth was constantly mentioned; either she had been to a place before I arrived, or was expected when I should be away at some other previously arranged entertainment, or she had to decline when I could manage to see the affair through. Then I felt interested, finally tantalised.

But though Anga's name was constantly brought before me, it happened I never got as far as a personal acquaintance. She fitted across my path like a will-o'-the-wisp; I knew about her



## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL...	"GLAUCUS"		On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"		On 14th June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL	
LONDON .....	"MACHAON"	On 25th June.	
LONDON .....	"PROMETHEUS"	On 9th July.	
LIVERPOOL, DIRECT (Taking Cargo at London Rates)	"RHIEPUS"	On 13th June.	

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

Hongkong, 20th April, 1901.

## CHINA NAVIGATION CO.,

## LIMITED.

## STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL	
SHANGHAI .....	"WOOSUNG"	On 14th June.	
SHANGHAI .....	"WHAMPOA"	On 21st June.	
TIENTSIN .....	"NANCHANG"	On or about 30th June.	
MANILA .....	"TAIWAN"	On or about 14th July.	

PORT DARWIN, THURSDAY  
ISLAND COOKTOWN TOWN,  
VILLE, BRISBANE, SYDNEY  
and MELBOURNE.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th June, 1901.

REGULAR STEAMSHIP SERVICE TO  
NEW YORK

via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MILLGLEN" 14th June.

"LOWTHER CASTLE" 30th June.

"HEATHBURN" About 17th July.

"HUDSON" .....

"JUPITER" .....

"SATSUMA" .....

\* Calling at MANILA.

For Freight and further information, apply to

DODD WELL &amp; CO., LTD.

Agents.

Hongkong, 24th May, 1901. [578-1194-968]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"INDIA."

Captain Ghezzo will be despatched as above on TUESDAY, the 18th instant, P.M. instead of as previously advertised.

For information as to Freight, apply to

SANDER, WIELEHR &amp; CO.,

Agents.

Hongkong, 8th June, 1901. [6]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamship

"INDEAVELLI" "INDRAPURA,"

"KNIGHT COMPANION,"

between HONGKONG and PORTLAND (Or.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDEAVELLI"

will be despatched for Portland (Or.) on TUESDAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON,

General Agent,

or to

SHEWAN, TOMES &amp; CO.

Hongkong, 24th May, 1901. [1288]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 10th June, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 6th June, 1901. [19]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th instant, at NOON.

The well-known Steamer is specially fitted

for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 11th June, 1901. [1427]

## VESSELS ON THE BERTH.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at NOON
"COPTIC"	THURSDAY, 27th June, at NOON
"CITY OF PEKING"	SATURDAY, 13th July, at NOON
"GAELIC"	TUESDAY, 23rd July, at NOON
"CHINA"	TUESDAY, 6th Aug., at NOON
"DORIC"	THURSDAY, 15th Aug., at NOON

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are granted to all trans-Atlantic lines of steamers, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage, at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

## GEO. ECKLEY,

ACTING AGENT.

Hongkong, 3rd June, 1901. [3-4]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT-POSTE FRANCAIS.

## NOTICE.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "BELGIAN KING" ...About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 4th June, 1901. [12]

## THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or about 25th June, 1901.

For Freight, apply to

JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 17th May, 1901. [1273]

## "GLEN" LINE OF STEAMERS.

## POST OFFICE NOTICES.

The *Salacie*, with the French Mail of the 17th May, left Singapore on Sunday, the 9th inst., at 5 p.m., and may be expected here on or about Sunday, the 10th inst. This *Packet* brings replies to letters despatched from Hongkong on 13th April.

The *Coptic*, with the American Mail of the 21st ult., left Yokohama on Tuesday, the 11th inst., at daylight, and may be expected here on or about Thursday, the 20th inst.

## MAILS WILL CLOSE.

FOR

Canton ..... Quang-chow-wan, Hoihow, Pakhoi & Haiphong  
Shanghai .....  
Macao .....  
Swatow and Shanghai .....  
Canton .....  
Hokkien, Pakhoi .....  
Singapore, Penang and Bombay .....  
Singapore .....  
EUROPE, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) .....  
Manila .....  
Shanghai .....  
Kobe, Yokohama, Victoria and Vancouver .....  
Singapore, Penang and Calcutta .....  
Macau .....  
Hongkong .....  
Saigon .....  
EUROPE, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) .....  
Straits and Calcutta .....  
Moji, Kobe, Yokohama, San Diego and San Francisco .....  
Shanghai .....  
EUROPE, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) .....  
SHANGHAI, NAGOAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO .....  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) .....  
Tientsin .....  
Macao, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne .....  
TO-DAY.

Sale, Furniture, &c., Sales Rooms, Mr. Geo. P. Lammet, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

11th June.

ON LONDON—	1/11
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11
Bank Bills, at 30 days' sight	1/11
Bank Bills, at 4 months' sight	1/11
Credits, at 4 months' sight	2/0
Documentary Bills, 4 months' sight	2/0
ON PARIS—	2/1
Bank Bills, on demand	2/1
Credits, at 4 months' sight	2/2
ON GERMANY—	2/01
On demand	2/01
ON NEW YORK—	4/7
Bank Bills, on demand	4/7
Credits, 60 days' sight	4/8
ON HONGKONG—	14/4
Telegraphic Transfer	14/4
Bank, on demand	14/4
ON CALCUTTA—	14/4
Telegraphic Transfer	14/4
Bank, on demand	14/4
ON SHANGHAI—	7/3
Bank, at sight	7/3
Private, 30 days' sight	7/3
ON YOKOHAMA—	31 p.c. pm.
On demand	31 p.c. pm.
ON MANILA—	21 p.c. pm.
On demand	21 p.c. pm.
ON SINGAPORE—	1 p.c. pm.
On demand	1 p.c. pm.
ON BATAVIA—	118
On demand	118
ON HAIKONG—	23 p.c. pm.
On demand	23 p.c. pm.
ON SAIGON—	24 p.c. pm.
On demand	24 p.c. pm.
ON BANGKOK—	59/
On demand	59/
GOVERNMENT, Bank's Buying Rate	\$10.07
GOLD LEAF, 100 fine, per tael	\$55.25
BAR SILVER, per oz.	27/

## OPIUM.

11th June.

Quotations are— Allow's not to 1 catty.	
Malwa New	\$330 to \$440 per picul.
Malwa Old	\$360 to \$370 "
Malwa Older	\$380 to \$390 "
P. P. Pre-wrapped	\$330 to "
Persian fine quality	\$350 to "
Persian extra fine	" to "
Patna New	\$333 to " per chest.
Patna Old	\$375 to "
Banaras New	\$360 to "
Banaras Old	\$352 to "

## VESSELS EXPECTED.

## THE FRENCH MAIL.

The M. M. steamer *Salacie*, with the next French mail, left Singapore on the 9th inst., at 5 p.m., for this port via Saigon.

## THE AMERICAN MAIL.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, has arrived at Yokohama, and left for this port on the 11th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th ult.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 6th inst.

## THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* arrived at Yokohama, at 1 a.m., on Monday, the 10th inst., and left again at 3 p.m. same day for Kobe, where she was due to arrive at 2 p.m., on the 11th inst.

Vancouver on the 27th ult., p.m.

THE MERCHANT STEAMERS.

The N. Y. K. str. *Shinano Maru* (European Line) left Shimonosaki for this port on the 8th inst., and is expected to arrive here on the 12th inst.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.	Hongkong, 10th June.
Hongkong & Sh'a...	\$125	\$380 per picul present. = \$374, buyers L'do., \$360.	Mr. Andrews Mr. Angus Mr. H. Arnold Mr. J. D. Audit Mr. W. S. Bailey Mr. & Mrs. O. M. D. Hell
Chins & Japan, ordy.	24	21	David Benjamin Mr. F. G. A. Beringer Mr. Black B. Sharpe
Do, deferred	21	23.50	Mr. Black L'out, Brandreth, R. N.
Natl. Bank of China	28	27, buyers	Mr. & Mrs. W. M.
A. Sharpe	28	27, buyers	Mr. & Mrs. W. M.
Foun. Sh'na	21	19	Mr. & Mrs. W. M.
Bell's Asbestos E. A.	\$10	\$30.	Mr. D. McDonald
Campbell, Moore & Co.	\$16	\$38, sellers	Mr. Macleod
China-Borneo Co., Ltd.	20	nominal	Mr. & Mrs. F. Kien Major H. S. King, R.F.
China, Light and	20	nominal	Mr. J. Kirkwood
Power Co., Ltd.	\$10	\$93, buyers	Mr. P. S. Levi
China Prod. & M.	\$100	\$137.	Mr. Leibman Major H. L. Littledale
Cotton Mills	100	100	Mr. & Mrs. W. M.
Evo	100	50.	Mr. & Mrs. W. M.
International	100	40.	Mr. & Mrs. W. M.
Leam. King Mow	100	35.	Mr. & Mrs. W. M.
Sydney	100	32.5.	Mr. & Mrs. W. M.
Yokohama	100	37.	Mr. & Mrs. W. M.
Dairy Farm	50	74, buyers	Mr. & Mrs. W. M.
McNichol & Co., Goo.	25	55, sellers	Mr. & Mrs. W. M.
green Island Cement	10	31.	Mr. & Mrs. W. M.
H. & C. Bakery	210	132, buyers	Mr. & Mrs. W. M.
Hongkong & C. Gas	10	122, buyers	Mr. & Mrs. W. M.
Hongkong Electric	50	81, buyers	Mr. & Mrs. W. M.
H. H. L. Tranway	100	225, buyers	Mr. & Mrs. W. M.
Hk. Steam Water-	50	37, buyers	Mr. & Mrs. W. M.
boat Co., Ltd.	50	128.	Mr. & Mrs. W. M.
Hongkong Hotel	25	175, buyers	Mr. & Mrs. W. M.
H. & K. Wharf & C.	50	105, sales	Mr. & Mrs. W. M.
Hongkong Rop'e	50	105.	Mr. & Mrs. W. M.
H. & W. Dock	50	327, sales	Mr. & Mrs. W. M.
Insurance	50	180, sellers	Mr. & Mrs. W. M.
Canton	50	180, sellers	Mr. & Mrs. W. M.
China Fire	20	67, sellers	Mr. & Mrs. W. M.
China Traders	20	60, sellers	Mr. & Mrs. W. M.
Hongkong Fire	30	55, sellers	Mr. & Mrs. W. M.
No. China	225	180.	Mr. & Mrs. W. M.
Straits	20	nominal	Mr. & Mrs. W. M.
Union	30	140, sales	Mr. & Mrs. W. M.
Yangtze	50	125.	Mr. & Mrs. W. M.
Land and Building	100	200, sales	Mr. & Mrs. W. M.
Hongkong Land Inv.	10	131, sellers	Mr. & Mrs. W. M.
Humphreys Estate	10	30, buyers	Mr. & Mrs. W. M.
Kowloon Land & B.	50	55.	Mr. & Mrs. W. M.
West Point Building	50	55.	Mr. & Mrs. W. M.
Manila Invest. Co., Ltd.	50	19, sellers	Mr. & Mrs. W. M.
Mining	250	625.	Mr. & Mrs. W. M.
Charbonnages	50	20, sellers	Mr. & Mrs. W. M.
Jebleb	50	20, sellers	Mr. & Mrs. W. M.
Queen's Mines, Ltd.	250	10, sellers	Mr. & Mrs. W. M.
Olivers Mines, A. & N.	50	12, sellers	Mr. & Mrs. W. M.
Do	10	12, sellers	Mr. & Mrs. W. M.
Punjab	50	12, sellers	Mr. & Mrs. W. M.
Do, Preference	50	12.	Mr. & Mrs. W. M.
Ranibz	10	16, sales	Mr. & Mrs. W. M.
New Amy Dock	50	222, buyers	Mr. & Mrs. W. M.
Oriente Hotel, Manila	50	50, sellers	Mr. & Mrs. W. M.
Philippine Tobacco	50	55, sales	Mr. & Mrs. W. M.
Trust Co., Ltd.	500	500, buyers	Mr. & Mrs. W. M.
Aluminium, Ltd.	500	500, nominal	Mr. & Mrs. W. M.
Robinson Piano Co., Ltd.	500	nominal	Mr. & Mrs. W. M.
Stearin Co.	500	sales	Mr. & Mrs. W. M.
China and Manilla	500	sales	Mr. & Mrs. W. M.
China Mutual Pref.	500	122.	Mr. & Mrs. W. M.
China Ordinary	500	122.	Mr. & Mrs. W. M.
Do	50	27.	Mr. & Mrs. W. M.
Douglas Steamship	500	55, buyers	Mr. & Mrs. W. M.
H. & Canton and M.	500	50, sales	Mr. & Mrs. W. M.
Indo-China S. N.	500	140, buyers	Mr. & Mrs. W. M.
Shell Transport and	21	2.13.	Mr. & Mrs. W. M.
Trading Co.	21	2.13.	Mr. & Mrs. W. M.
Star Ferry	10	22, buyers	Mr. & Mrs. W. M.
Tatras Planting Co.	50	33, sellers	Mr. & Mrs. W. M.
United Asbestos	50	11, sellers	Mr. & Mrs. W. M.
Do	10	nominal	Mr. & Mrs. W. M.
Wanchai Warehouse	50	37, nominal	Mr. & Mrs. W. M.
Watkins, Ltd.	50	10, sellers	Mr. & Mrs. W. M.
Watson & Co., A. S.	50	10, sellers	Mr. & Mrs. W. M.
Universal Trading Co., Ltd.	50	10, buyers	Mr. & Mrs. W. M.

## VERNON &amp; SMYTH, Brokers.

## THE WEATHER.

## CHINA COAST METEOROLOGICAL REGISTRE, 10th JUNE, P.M.

STATION.	Hour.	Barometer	Temperature	Humidity	Wind	Weather.





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